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Hongkong, November 16, 1909. 1424

RUBBER CULTIVATION IN
THE FAR EAST.

An Expert's Opinion.

Mr. Harold Armstrong, who has spent a
good many years of his life in Bolivia and
is an expert in the Para rubber trade, has
recently been touring through the Federated
Malay States, Java and Sumatra with an
eye to inspecting the rubber plantations in
the Far East so as to judge their future
effect upon the rubber market. Interviewed
by the Times of Ceylon, he told some interest-
ing facts which had come under his observa-
tion, and which bear out much that a party
of Hongkong gentlemen recently brought
away in their minds after a similar trip.

Speaking about his recent tour, Mr.
Armstrong said he was much impressed
with the rapid progress which plantation
rubber is making, and particularly with
the low cost price, the cost price of the
wild article in South America being far
higher than it is in these parts. Mr. Arm-
strong first went to the F. M. S. and says
he saw "some splendid estates" there.
Java was next visited and then Sumatra.
"The best rubber I saw was in Sumatra,"
Mr. Armstrong declared. "Speaking of the
growth for age, I think some of the estates
in Sumatra there are the United States,
for instance - are marvellous. I was

NOT SO MUCH IMPRESSED WITH RUBBER

IN JAVA.

In many cases, particularly in regard to
the older plantations - not enough money
has been put into the estates, and they have
not been given a fair chance. The fact is,
in many instances, they estimated too low
a figure and tried to work on the original
estimates with the result that the growth
suffered.

"In Sumatra they have to face a con-
siderable difficulty in the way of labour. At
present, they depend upon importing
labour from Java, and the curious fact is
that the Sumatra planters say it is more
difficult for them to get labour from Java
than for the F. M. S. planter. Of course,
the marvellous thing about Java is the
tea and sugar industries. It is almost
impossible to get hold of any tea land,
partly because it is mostly taken up and
partly because the Government reserves
land for the natives. Although labour in
Java is at present somewhat casual, owing
to its being entirely 'free,' I should say
that the conditions must improve from
year to year, owing to the rapid increase of
the population. As you are aware, in-
dented labour is not allowed in Java,
and consequently the coolie can walk off
an estate whenever he likes. Of course, it
would be a good thing from the planter's
point of view, if the Government were to
permit indented labour, which, in the
interests of the natives, they refuse to do.

"I was struck with the excellence of the
coolie lines on the estates in Sumatra,"
said Mr. Armstrong. "and I think it
would be a good thing if the F. M. S. were
to follow their example. It is not only
the coolie accommodation in the F. M. S.,
but the accommodation of the managers
and assistants which is far behind that in
Sumatra. I must say I appreciate the
exceedingly kind and hospitable manner in
which I was treated during my visit.
Everybody displayed the utmost readiness
to facilitate my visits to the estates and to
give me all the information I required."

Business Notices.

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Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.

Castings, Forgings, Roofs and Bridge Work.
SLIPPING AND REPAIRS AT LOWEST RATES.

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Ground Floor Shop To Let in
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ON SUNDAY, THE 7TH AUGUST.

The Company's Steamship 'HEUNGSHAN,'
will depart from the COMPANY'S CANTON STEAMERS WHARF at 9 A.M.
Departure from Macao at 3 p.m.

FARES AS USUAL.

By kind permission of Colonel Prior and Officers the Band of the 13th Rajputs
under Bandmaster Coko will play during the trip.

N.B.—The Company will also run a steamer from Macao on Sunday morning at
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J. ARNOLD, Acting Secretary.

Hongkong, July 25, 1910.

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Rings, Brooches Ear-rings, Pins, Pendants, Hair-combs,
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PREPARED BY CADBURY'S FROM THE
FINEST COCOA.

THE PHOENIX CLUB, LD.

NOTICE is hereby given that the
THIRD ORDINARY GENERAL
MEETING of the Members of the above
Club will be held on FRIDAY, AUGUST
6th, at 5.30 P.M., in the Club premises,
for the purpose of receiving the Report of
the Committee together with a Statement
of Accounts for the year ending 30th April,
1910.

BY ORDER OF THE
GENERAL COMMITTEE.

Hongkong, July 25, 1910. 225

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NEW TWIN SCREW STEAMER,
S.S. SAN CHEUNG

Visited throughout with Electric Light
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Captain J. McGarry.

LEAVES Hongkong for Canton at 9 P.M.
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Leaves Canton for Hongkong at 5.30 P.M. on
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Fare, 1st-Class.....\$1.50 single passage.

Meals.....\$1 each.

Servants' passages must be paid for.

QUEEN ON STEAMBOAT CO., LD.

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Hongkong, November 12, 1908. 145

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Hongkong, July 30, 1910. 554

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O. F. OWEN, Proprietor.

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ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED
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To ensure correct insertion Residents in Hongkong and Kowloon
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Mr. Reginald Hayward is authorised to accept contracts for the above publication &
in case of other canvassers being appointed their names will be
duly advertised.

Hongkong, June 18, 1910.

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In 1/2 LB. AND 1 LB. TINS.

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SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
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SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1910.

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CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely
New Management. Large and comfortable Rooms. Excellent Cuisine. Under the
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Hongkong, October 3, 1910.

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AVENARIUS CARBOLINEUM

THE BEST

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30 YEARS' SUCCESS

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LASTING PROTECTION
AGAINST

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GOVERNMENTS AND OTHER TESTIMONIALS.

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The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
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The Physician's
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Effective Laxative
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and
IN THE MATTER OF THE VIENNA
CAFE CO., LTD. (In Liquidation).
DIVIDEND OF \$17 PER CENT.

NOTICE IS HEREBY GIVEN that a
First and Final Dividend of \$17 per
cent has been declared in this matter, and
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3rd day of August, 1910, or any subsequent
date between the hours of 10 A.M. and
1 P.M. On applying for payment Creditors
must produce the RECEIPT posted to them
together with Security held by them (if any).

A Statement showing the amount avail-
able for Unsecured Creditors has been
posted to these Creditors who claims have
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A. R. LOWE, C.A.,
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Hongkong, July 27, 1910.

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ANTI-FRICTION METALS,
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(RECONSTRUCTED).

QUEEN'S ROAD CENTRAL,
UPPER PORT OFFICE.

A FIRST-CLASS RESTAURANT
(Table d'hôte or à la carte).
AFTERNOON TEA, ICE, LIGHT
REFRESHMENTS.

Specially selected brands of
WINES, SPIRITS, BEERS, etc.

AN EXTENSIVE MODERN BAKERY.
A FRENCH CHEF.
Hongkong, July 23, 1910.

OUR GERMAN LETTER.

(From Our Own Correspondent.)

Berlin, July 15.

CABINET CHANGES.
The changes in the old cabinet under
Prince Bismarck's regime are continuing, and
the Imperial Chancellor is getting himself
a cabinet upon which he can rely through-
out. Herr von Bethmann
Hollweg's position is firmer than ever, no
matter what the gossip may say. He has
the Kaiser's approval, and after all that is
the principal thing. The fears of the Go-
vernment and of the Conservatives at the
enormous growth of Socialism are greater
than ever before, and the coming elections
for the Reichstag are anticipated with
anxiety. The increase in the seats of
Social Democratic members is sure to be
remarkable, as in all the recent by-elections
the party has been victorious over long odds.
To combat the growth of Socialism, a new
daily paper on Liberal and patriotic prin-
ciples is about to be founded in Prussia. The
promoter is the Kaiser's intimate friend,
the millionaire Prince Fürstenberg, who
has already had an influential finger in many
a pie of commercial importance. It is
estimated that the cost of the paper will
run to about £200,000 annually. Half the
capital of £200,000 has been already sub-
scribed, and support is promised on many
sides. For instance, bank announcements,
official advertisements and the like are
all promised. The price of the paper like
its name has still to be decided upon, but
it will be sold at a very moderate price, in
order to reach the poorer classes. The
Kaiser is most interested in the plan, and
has discussed the details over and over
again with his friend the Prince. There is
a little whisper abroad, moreover, that
his Majesty will try his hand at a little
journalism—of course anonymously.

THE ZEPPELIN DISASTERS AND NORTH POLE
RESEARCH.

The courage of the intrepid Count Zepp-
pelin is admired by all, although a doubt
as to the stability of his ships is spread-
ing widely. The plan of organising an
expedition in search of the North Pole by
airship is fast taking shape, and the voyage
to decide the practicability of such a
venture has been entered upon. No less a
personage than the Kaiser's brother, Ad-
miral Prince Heinrich has gone with the
party, which comprises Count Zeppelin,
Prof. Hergesell, the trusted airship pilot
Captain Lusa, and three and four famous
savants who will make oceanic and solar
observations. The party started from
Kiel on board a small steamer called the
Mains, of only 2000 tonnage, and of very
limited accommodation, the chief spaces
being given up to the laboratories
and other scientific matters. Prince
Heinrich has only one small cabin at his
disposal, but his Royal Highness is as
unassuming as anyone and very keen on
the expedition. On arrival at Spitzbergen
the party will go on board the Phoenix, a
Norwegian ice-steamer, the crew of which
is composed of experienced native sailors,
who have already penetrated far into the
Arctic regions. A wireless telegraphic
apparatus will be on board, so that com-
munication may be obtained at any time
with the Main, which remains at anchor
at Spitzbergen. The expedition will prob-
ably take three months, or perhaps a
little longer. The travellers are expected
back at the end of September or early in
October. The Kaiser is very interested in
the result, although his Majesty is not
very sanguine.

That all airships are more or less un-
reliable, and that the conquest of the air
problem is not altogether yet solved, has
again been proved by the mishap to the
otherwise steady military air-cruiser Gross.
She started on a long-distance voyage from
Berlin the other night, bound for Goth-
a, with an experienced pilot and crew on
board. At nine o'clock the ship ascended
from the Tegel ground, and a few hours
later she encountered a storm which drove
her, entirely out of her course near
Torgau. Those on board had not the
least idea of their whereabouts, and
spent a terrible night, being driven
about a prey to the elements. The ship
lost gas and was in peril of a sudden descent
like that of the Zeppelin recently. Happily
she, however, came near the ground where
military help was at hand—in the neigh-
bourhood of the railroad ground at Bries in
Saxony, where she was soon moored, and
the occupants escaped without injury. The
good ship, built at a cost of nearly a
million marks—in a total wreck. The hull
broke like matches, the steel rods snapped,
and the covering was torn to shreds. She
was dismantled and taken back to Berlin
the following day, in an ignominious con-
dition.

HEER BATH AND THE KAISER.
The Kaiser listened with enthusiasm to
a lecture at Hamburg shortly before start-
ing on his Norwegian cruise. The lecturer
was Herr Ballin, of the Hamburg America
Line, and the subject illustrated with lime-
light views was the new liner, which will
be 33 yards longer than the Mauretania
and two yards deeper and wider. She
will be of 45,000 tonnage, and twice
as large as the Augusta Victoria, the
largest ship of the Line hitherto. The
speed of the new vessel will be 22
knots an hour, and she has turbine
engines. His Majesty was delighted with
the prospect, and cried out: "Bravo, now
we shall have the lead again!" His Majesty
has had good weather thus far on his
cruise; the Hohenzollern has reached
Oslo, and all on board are well and enjoy-
ing themselves immensely. The Kaiser
is in the meantime cruising about the
the Baltic with Princess Victoria Louise in
the beautiful yacht "Luisa," which was the
Kaiser's present to his wife on his birthday.

Intimations.

J. T. SHAW,

Tailor & Outfitter.



Hongkong, November 1, 1909.

SHAKESPEARE RECITAL

BY
CHARLES MARSHALL DARRACH
OF NEW YORK CITY.

AT THE
THE PEAK HOTEL.
Only appearance in Hongkong, on
FRIDAY, AUGUST 6th, at 9.15 P.M.

THE MERCHANT OF VENICE.

The Recital will be given under the
distinguished patronage of
H. E. SRA HENRY AND LADY MAY.

Booking at MOUTRIE'S.
Hongkong, July 23, 1910.

THE BIRD IN THE HAND

(A BIRD IN THE HAND IS
WORTH TWO IN THE BUSH).

'The bird in the hand' to the
merchant is the customer within
the store. It requires some sort of
attraction in the first place to get the
customer there—about the best at-
traction is a real, live advertisement;
something good that will catch the eye
that has been carefully written, art-
istically compiled and strikingly set up.
Advertisements in the China Mail and
Overland China Mail read the best,
look the best and give the best results.

Hongkong, April 12, 1910.

JAPANESE MAKERS.

EVERY KIND
OF
Footwear
MADE
TO
ORDER.



CHEERY & CO.,
35, WELLINGTON STREET.
Hongkong, May 5, 1910.

WING ON CO.,

TAILORS AND OUTFITTERS.

HAVE JUST RECEIVED NEW SHIP-
MENTS OF

Drapery, Grocery, Iron-
mongery, Crockery, Glass and
China Ware,
Furniture, Watches & Clocks.

The Cheapness and quality of
their Goods have no equal

209-213, DES VŒUX ROAD
CENTRAL.

107, CONNAUGHT ROAD
CENTRAL.
(Transit pass the Door).

Telephone 189.
Hongkong, June 18, 1910.

Intimations.



TORIC lenses are ground with a deep
inner curve. This inner curve of the
TORIC conforms to every movement of the
eye and makes the sight equally clear in
every portion of the glass.

TORICS will set closer to the eye than
the ordinary flat lens thus doing away with
the annoying reflections from the edge of
the glass.

For those who wish the very best in
lenses we recommend TORICS.

We manufacture TORICS on all pre-
scriptions in White, London Smoke or
Amber.

'TORICS'
THE BEST IN LENSES.

CLARK & Co.

SCIENTIFIC OPTICIANS.
HONGKONG HOTEL MANSIONS,
(First Floor),
PEDDER ST., HONGKONG.

(Sole Manufacturers of Toric Lenses for South China).
Hongkong, July 23, 1910.

THE CHINESE ENGINEERING AND MINING CO., LTD.

KAIPING COAL

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS, AND
HOUSEHOLD PURPOSES.

Ships' Bunkers supplied at short notice.

KAIPING COKE

Competed with the best quality English Coke for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST FIREBRICKS GRADE

SQUARE, ARCH AND CUPOLA.
Boiler Seating Blocks, Flue Covers, Crown Fireclay, Stoneware
Glazed Pipes, Glazed Tiles, Foundation Bricks (Non-absorbent).
Building Bricks (Extra Strong).

OFFICES: 16, ALEXANDRA BUILDINGS, HONGKONG.
TEL. ADDRESS: MAISHAN, HONGKONG.
TELEPHONE: No. 869.

Hongkong, April 10, 1910.

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND COUSINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Manager.

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-east Winds in
Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent
islands for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
Terms:—From \$5 per day. Max.
Evening Office: 4, Des Vœux Road.
Hongkong, February 8, 1908.

NOTICE.

I have today REMOVED my Offices
from York Buildings to 2nd Floor of
ALEXANDRA BUILDINGS.
E. C. WILKS, M.L. MECH. E.
Consulting Engineer.
Hongkong, June 30, 1910.

HONGKONG CIVIL SERVICE CO-OPERATIVE SOCIETY, LIMITED.

WANTED—MANAGER with experi-
ence in PROVISION and DRY
GOODS STORE; Salary and Commission.
Apply in writing or personally to the
Chairman, care of Mr G. J. B. SAYER,
19, Queen's Road Central.
Hongkong, July 30, 1910.

PATELL & CO.,

Exporters & Importers

General Merchants and Commission Agents.

Hongkong and
Canton.

SINGON & CO.

IRON, STEEL, METAL and HARD-
WARE MERCHANTS. Wholesale
and Retail Ironmongery, Pig Iron and
Foundry Coke Importers. General Store-
keepers and Shipchandlers. Nos. 35 and
37, HING LOOKE STREET, (2nd Street, west
of Central Market) Telephone No. 512.
Hongkong, September 1, 1909.

SAVARESSE'S SANTALIN CAPSULES

PREPARED BY DR. SAVARESSE, 10, RUE DE LA PAIX, PARIS.
Sole Importers for Hongkong and Canton: SINGON & CO., 35 & 37, HING LOOKE STREET, HONGKONG.
To be obtained at all
RETAILERS.
Hongkong, May 19, 1909.

For Sale.

RAILWAY MATERIAL

FOR SALE.

LOCOMOTIVES, gauge, 30cm

Manufactured by Henschel & Son.

Horse-power, 100.

Boiler-pressure, 12 atm.

Heating-surface, 412 sq. ft.

Net Weight, 14 tons.

WAGGONS, gauge 30cm.

Capacity: 4,2 cu yds, 8 tons, 24 tons.

130 Tipping wagons.

10 Coal wagons.

5 Truck-wagons.

All the materials are in the very best condition and ready for immediate use.

For further particulars and enquiries address the undersigned.

O. VERING.

SHANGHAI. TSINGTAU.

12, Yangtze Road, Hongkong, June 7, 1910.

FOR SALE.

VALUABLE PROPERTY on the middle of the main road (Peking Avenue) British Concession, Shanghai, Canton. Present occupant's lease runs to end of 1910, and he would like to renew it if the purchaser does not want to occupy it.

Particulars upon application.

Address: "S. R. E."

Care of "China Mail" Office.

Hongkong, August 1, 1910.

FOR SALE.

ONE FULL SIZE

Burroughs and Watts BILLIARD TABLE

WITH ACCESSORIES.

Apply to

GEO. P. LAMMERT.

Hongkong, June 7, 1910.

FOR SALE.—AT THE PEAK.

THE REMAINING PORTION OF

RURAL BUILDING LOT No. 1.

THIS property consists of the TWO EUROPEAN DWELLING HOUSES known as Bickon and Brockham situated on Mount Dugan and having most delightful views of Hongkong Harbor and out to sea, of a most excellent Building Site at present used as a Tennis Ground and of other Vacant Ground.

The owner is prepared to sell the whole property or any portion.

For particulars apply to

DENNIS & BOWLEY.

Supreme Court.

Hongkong, July 23, 1910.

HANG TAI CO., No. 38, Praya East.

FOR SALE.

LARGE STOCKS OF AMERICAN PINE, CHINA PINE, TEAK and Various kinds of HARDWOOD, &c.

TIMBER-YARD AT PRAYA EAST.

Inspection Solicited.

PRICES MOST REASONABLE.

CHU CHONG HEE,

Manager.

Hongkong, May 4, 1910.

THE TYPHOON MAP.

MOUNTED ON CARBOARD AND TAPED FOR HANGING.

EVERYONE SHOULD HAVE IT.

Price Ten Cents.

From the "China Mail" Office.

Hongkong, June 26, 1910.

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the "China Mail" Office.

To be had at the "China Mail" Office.

5, Wyndham Street.

A Medical Officer



Debility, Nervous, Exhaustion—

Certainly the absolute confidence of eminent doctors is evidence enough of the exceptional benefits imparted by Phosferine. Even doctors cannot do more to prove their confidence than by using Phosferine to remedy their own disorders. Could any proof be more definite, more convincing than the testimony of John Dodd, D.S.M., Medical Officer in the late South African War, who says: "After being shot through both lungs I was dangerously reduced, and I attribute it solely to Phosferine in brain, nerve, and muscular exhaustion." This brilliant medical officer found Phosferine particularly serviceable for insufficiency of nerve force, and declares nothing was so suitable in combating fevers, chills, &c.

Not possible now

John Dodd, D.S.M. (late of the Medical Staff, 5th Imperial Yeomanry, 1st Brigade, South Africa), Ladysmith House, Witton-le-Wear, writes:—"I have had considerable experience in the use of your invaluable remedy Phosferine, and it has proved particularly serviceable when there exists insufficiency of nerve force. This condition, often due to primary weakness, lays the system open to influenza, colds, neuralgia, rheumatism, indigestion, fevers, and in remedying this predisposition I have found nothing so suitable as your preparation. Phosferine invariably goes to the root of the mischief direct. The certainty of its action is moreover an estimable feature. In debility and kindred ailments, caused by a reduced system, it has unprecedented power, and in my own case I can bear evidence to its exceptional value, and am indeed greatly indebted to its wonderful restorative properties. During the late war in South Africa, I was shot through both lungs and pericardium and that reduced me most dangerously; after taking Phosferine for about two months it brought me back to my usual health. I attribute this solely to the use of Phosferine. I have advised Phosferine in several cases, and proved its value in brain, nerve, and muscular exhaustion."—March 11, 1910.

PHOSFERINE

THE GREATEST OF ALL TONICS

A PROVEN REMEDY FOR

Nervous Debility Neuritis Lassitude Backache
Infatuation Maternity Weakness Nephritis Rheumatism
Indigestion Premature Decay Headache Hysteria
Sleeplessness Mental Exhaustion Brain-Fag

and all disorders consequent upon a reduced state of the nervous system.

The Remedy of Kings

Phosferine has been supplied by Royal Commands to the Imperial Family of China, the Queen of Roumania, the King of Spain, the King of Greece, and the Principal Royal and Aristocratic throughout the World. Proprietors: Ashton & Partners Ltd., La Salle Sauvage, Ladysmith House, London, England. Price 1/6 per bottle, 1/3 per box of 6 bottles. The 2/6 size contains nearly four times the 1/6 size.

Hotels

KING EDWARD HOTEL

A HIGH-CLASS HOTEL.

LADIES AFTERNOON TEA ROOMS

PRIVATE BAR and Billiard Room.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Taxis D'Hotel at Separate Taxis.

Tels. Address: "VICTORIA," Hongkong.

For Terms, etc., apply to the

MANAGER.

Hongkong, October 2, 1908.

1213

VICTORIA HOTEL

SHAMEN, CANTON.

Manager: Mr. H. HAYES.

Telegraphic Address: "Victoria Shamoen."

Situated on the British

Concession.

MACAO HOTEL

MACAO.

Telegraphic Address: "Famosa Macao."

Situated in the Centre of the

Praya Grand.

Both floors electrically lighted and under

experienced European supervision.

Guitars and Chords Provided.

Every information and special attention

to Tourists. Reasonable Rates.

Wm. FARMER, Proprietor.

Macao, May 13, 1908.

780

BRAESIDE

PRIVATE HOTEL.

STANDING in its own grounds with

Tennis and Croquet Lawns, Large

Acre, and Well Furnished Rooms. Every

tomb comfort. Fine View of the Harbour.

Telephone, No. 690.

Apply to Mrs. F. W. WATTS,

"Braeside," 20, Macdonnell Road.

Hongkong, September 2, 1908.

1214

KINGSOLERE

PRIVATE HOTEL.

APPROACHED from Kennedy Road

and Macdonnell Road.

Tel. No. 134. Tels. Address: "KINGSOLERE."

L.E.C. Code, 34 E.

Electric light, hot and cold water through-

out. Billiards, tennis, croquet, putting

green and fine stabling for horses.

Proprietress, Mrs. J. SAHSEE.

Hongkong, September 1, 1908.

1215

HUGHES and HOUGH,

AUCTIONEERS

AND

COMMISSION AGENTS.

PUBLIC AUCTION

THE Undersigned have received instructions

to Sell by Public Auction,

FOR ACCOUNT OF THE CONDEMNED,

on

WEDNESDAY,

the 3rd August, 1910, at 2.30 p.m., at their

Sales Rooms, No. 6, Des Voeux Road,

Corner of Ice House Street.

SUNDRY

VALUABLE HOUSEHOLD

FURNITURE.

Comprising:—

Silk Tapestry-covered Drawing Room

Suite, Single and Double Beds and Brac-

cets, Iron Bedsteads and Bedding,

Teakwood Sideboards with Bevelled Glass,

Dinner Wagon, Double and Single Ward-

robes with Bevelled Glass, Marble-top

Bureau and Dressing Tables with Bevelled

Glass, Teakwood Extension Dining Table

and Chairs, Glass, Crockery and E.P.

Ware, a quantity of Canton Carved Black

wood Ware, Carpets, Ice Chests, Electric

Fans, Cooking Stoves, &c., &c.;

Also

One 20-Bore English-made Fowling

Piece by Greener (in good order and

condition).

Three Typewriters,

and

One Cottage Piano by Collard & Collard.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, July 29, 1910.

928

PUBLIC AUCTION

THE Undersigned have received instructions

to Sell by Public Auction,

FOR ACCOUNT OF THE CONDEMNED,

on

THURSDAY,

the 4th August, 1910, at 11 a.m., at their

Sales Rooms, No. 6, Des Voeux Road,

corner of Ice House Street.

A LARGE ASSORTMENT OF

MANILA CIGARS.

Also

23 Cases Vermillion

And

One Cass Note Paper.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, July 30, 1910.

929

TIPPING ON LINER.

The question of tipping on ocean liners has again come to the front, and it may be of interest to give the views of the persons chiefly concerned. I have crossed the Atlantic probably fifty times, said an English business man, in an interview with the Liverpool correspondent of the Standard, and in my opinion it is the American travellers who are chiefly responsible for the soreness that many people have over tipping. The average American dearly loves to make an impression, and to pay extravagant tips is one of his methods. Naturally, stewards who benefit by it look askance at tips which may be smaller, although perfectly adequate. The practice of tipping is becoming a very great nuisance on some liners, where you can rarely ask a question without having to pay for the answer. There is the bad-room steward, the chief steward, the dining-room steward, the bar steward, the deck steward, the smoking-room steward, and all the rest. The amount of tipping done on a liner is out of all proportion to that in a hotel, and if only some enterprising company would announce that gratuities on their ships were expressly forbidden, the popularity of that service would be immediate.

VARIOUS INFLUENCES.

This suggestion, however, is by no means new. It has, in fact, been tried on a small scale, but broken down, the fault being entirely that of the passengers, who could not get out of the habit of paying for their contentment by means of a tip. Besides this, any such experiment must always be retarded by the feelings of the shipowners, who, according to some critics, pay smaller wages to stewards because of the tips they receive. As to the steward, there seems, in the vast majority of cases, an unconquerable association in his mind of passenger with tip. I heard of one chief steward who did so well that he not only purchased a big house, but sent his sons to one of the leading colleges. Other men have been similarly lucky. At the same time there are large numbers of stewards who make very little. The system of pooling all tips and sharing them with those stewards not brought directly in contact with the passengers, but working equally hard on his behalf, has led, in conjunction with the large increase in the number of stewards, to smaller individual gain. It is possibly this change and also to some extent a change in the character of the men employed, which has resulted even in stewards demanding that tips be abolished and higher rates of pay offered. Possibly this combination of stewards who would like to be independent of this and of passengers who think that tips are more extortion, very near skin to landlady's extras, will lead in the future to a changed condition of affairs, but the strength of the opposing sections and the weakness of human nature make the possibility rather remote.

THE WAGES QUESTION.

The men in Liverpool who are responsible for the management of the vessels engaged in the North Atlantic passenger business are well aware of the amount of irritation engendered among travellers by the tipping system, but they recognize that nothing short of joint action on the part of all the companies will bring about any change, and there is no sign that any such action is contemplated. There is no doubt, remarked an official in one of the Liverpool lines, that the tipping which is looked for by stewards is a source of real discomfort to many travellers. But after all the objections to the system are personal more than financial. Seasoned travellers, of course, know exactly what to do. The beginner in ocean travel lacks this very useful knowledge, and rather than run the risk of appearing to be mean or being looked upon as singular he dispenses more palm oil than he need do. Why, however, should there be such an outcry about ships' stewards' tips, and little or nothing said about the application of the tipping system to hotels? The modern liner is a floating hotel, and the stewards, whilst fulfilling all the functions of waiters are able to render many little services which do not come strictly within the lines of their duty. As to the wages of stewards we believe that we pay them in accordance with the market value of the work they do. It is useful, but not skilled work, and in spite of all the grumbling on the part of the travelling public there appears to be little prospect of the abolition of the tip.

What do the stewards themselves say on the matter? Mr. Frank Pearce, an official of the National Union of Ships' Stewards, Cooks, Butchers, and Bakers, who spent many years at sea, rising from ship's boy to chief steward, says that the rate of pay to a chief steward is remunerative at which a sea steward is about a penny an hour, and he may conceivably anticipate four months' salary every year owing to the steadily defined seasons which obtain in the passenger services. For such pay and such conditions independence of character is too much to expect. The salacious stewards, according to Mr. Pearce, who wait on wealthy people, do as the public imagination has made them; but for the other stewards of the ship the perquisites amount to so little that they do not keep them in tobacco.

GEO. P. LAMMERT

AUCTIONEER.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction

on

THURSDAY,

the 4th August, 1910, commencing at

2.30 p.m. at No. 38, NATHAN ROAD

(Top Floor), Kowloon.

A QUANTITY OF

VALUABLE HOUSEHOLD

FURNITURE &c.,

Also

1 VICTOR GRAMOPHONE with 96

Records.

On View from Wednesday, the 2nd Aug.

1910.

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

MILNERS'

PATENT

FIRE

RESISTING

SAFES

As supplied to the principal

banks and mercantile

houses.

NOTICE.

TRANSLATE your LETTERS, COM-

MERCIAL PAPERS, DISCUSSIONS,

etc., etc. in English, German, French,

Italian, Spanish, Portuguese, Latin, Chinese,

Japanese, Malay and Indian. Copies,

Typewriting, Stenography, all kinds of

clerical work, Private Codes and Ciphers,

and Accounts, etc., etc. will be effected

with care, secrecy, promptness and at

moderate terms.

For particulars apply to

GENERAL TRANSLATORS,

P. O. Box 102, Hongkong.

Hongkong, July 5, 1910.

846

LABUAN COAL

NOTICE.—This COAL can only be

obtained from THE LABUAN COAL-

FIELDS CO., LD., who are now prepared to

supply fresh COAL straight from the Mines

Steamers loaded as the Wharves. Quick

despatch.

Telegrams: "LABUAN LABUAN."

BRADLEY & CO.,

Agents, Hongkong.

Hongkong, August 11, 1909.

1014

A HISTORY OF UNION

CHURCH.

By the Rev. G. E. BONDFIELD and

D. B. BELL, M.B.A.S.

Edited by Rev. C. E. HICKLING.

To be had at the "China Mail" Office

5, Wyndham Street.

Price \$1.00.

INTERNATIONAL BANKING

CORPORATION, B.

CAPITAL, PAID-UP—GOLD \$5,000,000

about Mex. \$7,122,222.

RESERVE FUND—GOLD \$3,250,000

about Mex. \$4,222,222.

HEAD OFFICE—

40 WALL STREET, NEW YORK.

LONDON OFFICE—THE LANCET BUILDING, HOVE

E.C.

LONDON BANKERS:

BANK OF ENGLAND,

National Provincial Bank of England, and

The Capital and Counties Bank, Ltd.

BRANCHES & AGENTS ALL OVER THE WORLD.

THE Corporation Transacts every de-

scription of Banking and Exchange

business, receives money in Current Ac-

A. S. Watson & Co., Ltd.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841

WINE AND SPIRIT MERCHANTS.

BRANDY:

	Per case of 1 doz.
1-SUPERIOR PALE, Red Capsule	\$30
2-SUPERIOR OLD COGNAC, Red Capsule	23
3-WATSON'S *** COGNAC, Gold Capsule	23
4-SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	29
5-VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule	35
6-FINEST OLD BROWN BRANDY, Gold and White Capsule	40
7-HENNESSY ***	30
8-OUTSTANDING CHAMPAGNE LIQUEUR	40

MARIE BRIZARD AND ROGER'S

	For Doz.
1-FINE PALE COGNAC	\$30.80
2-F. F. V. O.	64.80
3-VERY FINE LIQUEUR COGNAC, 60 Years Old	100.00

Note: For Hongkong the above prices will be increased by the amount of duty payable—\$7.20 per Dozen.

MOUTRIE
PIANOSHAVE NO EQUAL FOR BEAUTY
OF TONE.

PERFECTION OF TOUCH

AND
SOLIDITY OF
CONSTRUCTION.Over 1200
now in use.

S. MOUTRIE & Co., Ltd.

Hongkong, April 15, 1907.

POWELL'S

Are introducing to their customers and
the general public, a new wood for
furniture construction known as

LIME WOOD

A heavy, close grained timber, eminently
suited to the climate and guaranteed
not to warp or crack.

FURNITURE

Made from this wood is especially free
from all classes of insect life, the
dour of the lime wood being
distasteful to all insects.We are exhibiting, in our show-window,
a collection of LIME WOOD

FURNITURE, showing a complete

DINING-ROOM SUITE

WITH CHINA CABINET
AND PEDESTALS.ILLUSTRATIONS AND QUOTATIONS
ON APPLICATION.

ALEXANDRA BUILDINGS.

EMPIRE

CINEMATOGRAPH THEATRE.

PREMIER HALL OF THE COLONY.

On VICTORIA ROAD CENTRAL,
Opposite Central Market.Performances: 7.15 to 9 and
9.15 to 11.30 p.m.

Appearance of Miss EVA HUGHES.

The eminent Soprano and Dancer

Miss MAGGIE FRAZER.

The Infantile Actor

LITTLE PERCY.

GRAND SUCCESS

of the Queen of the Banjo

MISS LAURA DIAMOND.

GRAND MATINEES:

SATURDAY and SUNDAY, at 4 p.m.
AT REDUCED PRICES.

conservative, prefers to move slowly and often adopts improvements only when they have been almost rudely forced upon it, but all the same it is very wide awake these days and except in the matter of such trifles as free electric fans in individual cabins, very much up-to-date. The passengers are no longer treated as miserable beings of no account, as troublesome evils to be endured not catered for. In the language of the American collegians they are to-day really fit. Compare the accommodation provided on the "M." class with the accommodation of the old Panama, the Rome, or Suide of twenty years ago. Compare again for those whose moderate means or inclinations make preferable the intermediate class, the present day accommodation, with that of the Anconia and Verona! It is by looking back over a long space of years that we are able to see what lucky persons we of the present day are, and how well and courteously served is the modern traveller by a P. and O. ship. The P. & O. have moved with the times to a greater extent than most people are aware of. Who among the older residents of the Far East does not remember the fine, crusted traditions which clung about the Superintendent's or Agent's private office in the early days. To approach that room was almost like intruding upon a Cabinet Councillor in Downing-street, and if by good luck the supreme Tai-pan condescended to find space for your freight, then was the adventure of boarding him in his den well repaid, and one left the Presence elated and richly satisfied. But those days are numbered with the past. To-day we venture to say that the public can find no more willing and obliging servants than the P. & O. Company. In writing this we do not ignore the splendid services of other lines, nor the lead which the German Mail gave in the direction of increased comfort and accommodation for passengers especially. Sir THOMAS STUTLAND, we know, is rather inclined to think that the modern sea-going passenger is a trifle too much coddled, and perhaps had not the Germans shown the way the P. & O. would not have left its old and well-worn grooves; but whatever opinions the Chairman of the big company may hold, there is no gainsaying the fact it has of late years nobly responded to the demands made upon it by the travelling public. We therefore think Mr BOCART's advice is rather uncalculated for and very much beside the mark.

The British Home Office has directed that prisoners sentenced without hard labour may wear their own clothes, have their own food, books, and other comforts, and need not bathe.

The British Law Society has censured the Budget Speech of Mr Lloyd-George, Chancellor of the Exchequer, wherein he declared that lawyers consistently opposed reforms if those reforms lowered their fees.

The Chinese Engineering and Mining Company, Limited, report that the total output of the Company's three mines for the week ending 16th July, 1910, amounted to 26,630.99 tons and the sales during the period to 18,768.16 tons.

For the week ending July 30 there were recorded three fatal cases of plague among Chinese in Hongkong; one case of diphtheria (British); one imported case of cholera (British); two cases and one death from purpural fever (Chinese); one case of imported scarlet fever (British); and one case of small-pox (Chinese).

H. M. cruiser *Proserpine*, of the East Indies fleet, arrived at Plymouth on July 2nd with her paymaster, two stokers and a seaman in a critical condition through an attack of beri-beri contracted in the Persian Gulf. Other men on board are believed to be suffering from the same disease, and they have in consequence been placed under surveillance.

In the House of Commons recently Mr S. Buxton, President of the Board of Trade, informed Mr H. L. W. Lawson that the Emigrants Information Office would supply the Labour Exchange with information regarding labour conditions in the colonies. The Government, Mr Buxton said, was carefully considering the question of obtaining from the labour departments of the colonies information relating to the demand and supply of labour, also the desirability of linking the labour exchanges of the Empire.

M. Briand, Premier of France, has introduced into the Chamber of Deputies a bill which is intended to prevent strikes. The bill enables an association of workers to enter into a collective labour contract with an association of employers. It permits those who dissent from any contract entered into by their association to resign membership of the association or of the union within three days following the notice of contract. An association in its corporate capacity, and members of an association individually, are responsible for breaches of contract, and are liable for damages.

One of the largest silk failures that has occurred for some years was reported during the week ending June 18. The firm concerned is that of Conrad Walser, trading as C. Walser and Co., silk manufacturers, agents and merchants, 27 to 29, Chancery Lane, London, E.C. The liabilities amount to £225,708 15s. 11d., and the assets to £7,890, 10s. 11d. Creditors to the amount of £7,818 are fully secured. The creditors are chiefly firms in Lyons, Paris, Zurich, and London. There are only four English creditors for amounts of more than a thousand pounds; but 23 foreign creditors whose claims are above that level. The bankrupt's firm's largest indebtedness (apart from bankers' claims) is to the well-known house of Stumpf, Sons, Ltd. (Borger), for £28,151, and the next largest to Carlweit and Co. (Hamburg), £18,733. The failure throws an interesting sidelight upon the amount of business in foreign silk done in Great Britain, for the foreign creditors preponderate enormously over the English ones.

The Terra Nova, which conveys Capt. Scott and his men to the Antarctic, has a send-off from the Thames, her passage down the river being one long triumph. First the Starlight dipped to bow. Then a Swedish barque; then the Discovery saluted; and so down the long line of sailing ships the ensigns were dipping. The last of that line was an Italian full-rigged ship, and dipping her flag, her men gave three most distinguished yells. After that the steamers were reached, and their sirens got to business. The uproar was terrific. The St. Croix, a smart Danish West India steamer, was particularly noticeable with her effort. The scene at the dockhead was inspiring, and certainly the Terra Nova ought to bring back the South Pole. Great crowds were assembled by the river side, and the Thames looked its noblest. It was full of tall ships, from whose heights of historic Greenwich shored over the water to where the river bends away from the Union-Castle liners, with their big red funnels, round Blackwall Reach. It was a most fitting send-off, at the very place which has seen more of such great departures than any other river side in the world. Most of the great captains have been this way outward bound to find Cathay and Rupert's Land and the North-West passage. There went Captain Scott, bound for Terra Nova! And everybody rose to the occasion, till the river reached.

The results which have been achieved at the aviation carnival at Rheims last week to infer that the aeroplanes of the future will be constructed wholly of metal, and that with the most powerful engines they will attain a speed of 100 miles an hour.

In addition to the loan of £1,500,000 from the foreign banks it is stated that the Shanghai Total has been able to obtain the sum of £1,500,000, and it is considered that this amount of £3,000,000 will be sufficient to meet the threatened crisis.

A TIME SAVER.
Kop Cham-plain's Pain Balm on hand. It is an antiseptic, liniment, and causes wounds to heal in less time than any other treatment. For sale by all chemists and storekeepers.

NEWS OF THE DAY.

The Rev. Father Vaughan, speaking at Hythe, said that the decline in the birth-rate among the wealthy classes was appalling. The cradles, he added, were as empty as the churches.

The British Home Office has directed that prisoners sentenced without hard labour may wear their own clothes, have their own food, books, and other comforts, and need not bathe.

The British Law Society has censured the Budget Speech of Mr Lloyd-George, Chancellor of the Exchequer, wherein he declared that lawyers consistently opposed reforms if those reforms lowered their fees.

The Chinese Engineering and Mining Company, Limited, report that the total output of the Company's three mines for the week ending 16th July, 1910, amounted to 26,630.99 tons and the sales during the period to 18,768.16 tons.

For the week ending July 30 there were recorded three fatal cases of plague among Chinese in Hongkong; one case of diphtheria (British); one imported case of cholera (British); two cases and one death from purpural fever (Chinese); one case of imported scarlet fever (British); and one case of small-pox (Chinese).

H. M. cruiser *Proserpine*, of the East Indies fleet, arrived at Plymouth on July 2nd with her paymaster, two stokers and a seaman in a critical condition through an attack of beri-beri contracted in the Persian Gulf. Other men on board are believed to be suffering from the same disease, and they have in consequence been placed under surveillance.

In the House of Commons recently Mr S. Buxton, President of the Board of Trade, informed Mr H. L. W. Lawson that the Emigrants Information Office would supply the Labour Exchange with information regarding labour conditions in the colonies. The Government, Mr Buxton said, was carefully considering the question of obtaining from the labour departments of the colonies information relating to the demand and supply of labour, also the desirability of linking the labour exchanges of the Empire.

M. Briand, Premier of France, has introduced into the Chamber of Deputies a bill which is intended to prevent strikes. The bill enables an association of workers to enter into a collective labour contract with an association of employers. It permits those who dissent from any contract entered into by their association to resign membership of the association or of the union within three days following the notice of contract. An association in its corporate capacity, and members of an association individually, are responsible for breaches of contract, and are liable for damages.

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CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.
It is probably no medicine made that is relied upon with more implicit confidence than Chamberlain's Colic, Cholera and Diarrhoea Remedy. During the third of a century in which it has been in use, people have learned that it is the one remedy that never fails. For pain in the stomach, diarrhoea or infantile cholera, this remedy has no equal. It has been used in many serious and dangerous cases and has never been known to fail. When rejoined with water and sweetened it is pleasant to take. For sale by all chemists and storekeepers.

NEWS OF THE DAY.

To-morrow is the thirty-eight anniversary of the birth of King Haakon VII. of Norway.

Up to date there have been 22 cases of plague this year in Hongkong and 31 deaths.

Readers are reminded of Marshall Darraach's recital of "The Merchant of Venice" at the Peak Hotel on Friday next.

On page 2 of this issue will be found this week's German Letter and on page 3 an interesting article on the practice of "tipping" on ocean liners.

The American consulate-general at Hongkong were warned to-day by the Manila Observatory that there is a depression in the northern part of the China Sea.

There were 427 European and 180 Chinese visitors to the City Hall Library, and 173 European and 2,124 Chinese visitors to the Museum during the week ended the 31st July.

Prince Ernest of Hohenlohe-Langeburg has resigned his position as vice-president of the German Reichstag. The letter conveying the resignation is described as a protest against the Conservative Roman Catholic oligarchy which controls the Imperial Chancellor, Dr. von Bethmann-Hollweg.

The N. Y. K. s.s. *Tamba-Mar*, which sailed from Yokohama at 2 p.m. on June 8th, arrived at Seattle at 6 p.m. on June 22nd. Her raw silk and silk goods for New York were delivered at 5.30 a.m. on June 28th, the total time in transit being 19 days, 12 hrs. 30 mins. The latter was made up as follows: Ocean time, 14 days 4 hrs.; Lay in Seattle, 7 hrs. 45 mins.; Time on Great Northern Railway 5 days 46 mins.

A Departmental Committee, under the presidency of Mr J. A. Simon, M.P., appointed by the Home Office, has presented its report. The committee recommends the abolition of street trading by boys up to the age of 17, and girls up to the age of 15. The report adds: "Street trading by girls is entirely indecent, and no system of regulation will be able to rid it of its risks and objections."

During consideration of the Regency Bill in the House of Commons Mr H. C. F. Luttrell (Liberal) moved to delete the clause making abettors of the King's marriage without the consent of Parliament guilty of high treason. He did so on the ground that death was an excessive punishment. Mr Asquith, Prime Minister, agreed to an amendment making the highest punishment for the crime penal servitude for life, and the lowest imprisonment.

The death of the Rev. Richard Fraser-Fraser, rector of Chapel-Alerton, has brought to a close an uncommon and interesting career, says *The L. and O. Express* of July 3. Born in 1839, Mr Fraser-Fraser entered in early life the P. and O. service, in which he rose to the rank of captain, and commanded one of the larger vessels of the company's fleet. At the age of 40, however, he decided to take Holy Orders, and with that object resigned his position with the P. and O. Company. He nevertheless remained in close touch with that line of steamers until the end of his life.

There are interesting rumours in circulation in military and social spheres at Potsdam to the effect that the Kaiser and Kaiserine are thinking of a matrimonial alliance between their only daughter, Princess Victoria Louise, of Prussia and the eldest son of the King and Queen of England who is the Prince of Wales. The Princess, who will be 13 next September, is one year and three months older than the Prince of Wales, but that would not be regarded as a handicap from her parents' point of view. The Kaiser's wife is several months older than the Emperor and their second son, Prince Friedrich of Prussia, is married to a princess nearly three years his senior.

ITEMS AT THE COURTS.

Three boatmen were fined \$15 each by Mr E. R. Hallifax for mooring, for making fast to the S.S. Signal whilst under way.

Inspector Robertson prosecuted a native before Mr J. R. Wood, this morning, for endeavouring to obtain opium by means of false pretences. It appears that defendant went into a shop in Queen's Road and asked for a small pot of opium and after he had selected one he said he did not want that kind. In the meantime he handed back an empty jar. In his shoes were found two other jars of opium. The case was adjourned, bail being allowed in the sum of \$100.

BREEDING OF MOSQUITOES.

Correspondence, relative to warning the public against encouraging the breeding of mosquitoes was read at the meeting of the Sanitary Board this afternoon. Dr. Clark, M.C.H., wrote suggesting notices be posted up in English and Chinese.

Dr. M. Williams' minutes—Are prosecutions ever carried out against people who are found to be breeding mosquitoes? Sir Joseph E. E. wrote suggesting notices be posted up in English and Chinese.

Mr Shelton Hooper—Is the breeding of mosquitoes by the public very general? I should say not and I don't think the expense of advertising these warnings would be justified.

LATEST ASPECT OF AFFAIRS.

(Reuter's Service to the China Mail.)
London, August 2.

Reuter's correspondent, wiring from Calcutta, says that traders in close touch with Tibet are confident that the Tibetans, who are grateful to Great Britain for the hospitality shown to the Dalai Lama, will not attack the British trading agencies and say that if trouble arises it will be due to the Chinese attempting to punish Tibetans who intercepted the Chinese troops pursuing the Dalai Lama when he fled the land.

Reuter's Simla agent telegraphs that Siliguri will serve as a base for possible British operations.

AFFAIRS IN TIBET.

(Reuter's Service to the China Mail.)
London, August 1.

It is reported from Darjeeling on reliable authority that the Dalai Lama is deeply chagrined at Great Britain's policy, and has resigned the idea of going to Peking.

RELIGIOUS TROUBLES IN SPAIN.

(Reuter's Service to the China Mail.)
London, August 1.

Replying to many telegrams for support from Spanish clericals, the Pope has wired stating that amid his grief at the Government's action he will be stimulated by the numerous expressions of Christian faith and valour which he has received. His Holiness implored the continued support of the clergy, and sends his benediction.

POPE'S MESSAGE TO CHURCHMEN.

(Reuter's Service to the China Mail.)
London, August 1.

The Wesleyan Church at Wanchai on Monday organized a picnic to Tai Mui. As everybody knows the weather was perfect. The picnic was advertised to start from Arsenal Street pier at a quarter to two, and was not much later. The previous organization was well arranged by a small committee and everything went off without the slightest hitch. As usual there were many willing workers, and as many hands make light work, the whole thing was easily put through. Mention must be made of the labours of Captain Baker, A.O.D., of Mr Hoyle, and of Mr Boyd. Their energy, and devotion saw everything through with the slightest amount of delay. Mrs Bone, Mrs Baker and Mrs Collins undertook to look after the commissariat, and it must be said that they catered abundantly, so that everybody had more than enough and there was plenty to spare. Although there were several picnics yesterday, the oldest established run made by the Wesleyan Church was not slighted. When the children were numbered, there were about two hundred present. Two lunches were required.

BANK HOLIDAY PICNIC.

(Reuter's Service to the China Mail.)
London, August 1.

Tai Mui is an ideal place for a picnic, and as many of those present had never been there, the surroundings had all the charm of freshness. The old temple is surrounded with trees, and there is a beautiful spring trickling through the trees' roots, so that the best of water is available. When the sun had declined a little the party climbed the small hill near and had a fine view of Clear Water Bay, with its many islands, its fishing boats and hamlets. There was abundance of bathing and water polo, though the somewhat hilly character of the place prevented any football or cricket being played. The landing was easily effected, because, through the kindness of the A.S.O., the party were supplied with two big cutters, each of which would easily accommodate thirty passengers. The place was left about half past seven, the party reaching Arsenal Street pier exactly at a quarter to nine.

A GOOD INVESTMENT.

(Reuter's Service to the China Mail.)
London, August 1.

IT costs but a small amount to keep Chamberlain's Colic, Cholera and Diarrhoea Remedy always on hand, and it is economy in the end. For sale by all chemists and storekeepers.

AUGUST BANK HOLIDAY.

(Reuter's Service to the China Mail.)
London, August 1.

Monday was generally observed as a holiday in Hongkong, and it was spent by most people either on the water or on the tennis lawn. Many launch picnics took place and as the day was gloriously hot and fine those who participated seemed to enjoy themselves thoroughly. Towards evening the heavens clouded and there were signs of the approach of a thunderstorm. But it was nearly five o'clock this morning the storm broke, precipitating a large quantity of water. The lightning was not quite so vivid as during the big storm in July.

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RACIAL RIOT IN TEXAS.

(Independent News Agency's Service to the China Mail.)
Tokyo, August 2.

According to a San Francisco telegram a disturbance arising out of racial antipathies has broken out between Whites and Blacks in Palestine, Texas. Twenty-five people have been killed and more wounded.

The Governor of the State has called for military aid to quell the disturbance. The Governor has left for the scene of the riot.

SHANGHAI TO BE WATCHED.

(Wah Tsz Yat Po's Service.)
Peking, August 1.

The Board of Civil Affairs has despatched a secret service officer to Shanghai where he is to watch the movements of certain parties.

THE COLOWAN AFFAIR.

(Wah Tsz Yat Po's Service.)
Peking, August 1.

A Censor has denounced the Viceroy of the two Kwang, holding that he has lost the sovereignty of China over Colowan by his action in the recent political affair.

The Prince Regent has asked the Grand Council to appoint a special officer to thoroughly investigate the matter.

CHINA BUYING GERMAN WARSHIPS.

(Wah Tsz Yat Po's Service.)
Peking, July 31.

The Board of War has placed an order with a German firm of shipbuilders for two cruisers and two torpedo-boats.

WU TING-FANG AND THE WAI-WU-PU.

(Wah Tsz Yat Po's Service.)
Peking, July 31.

The Grand Council have decided to appoint E.E. Wu Ting-fang as adviser to the Wai-wu-pu.

NEW CHINESE BANK.

(Wah Tsz Yat Po's Service.)
Peking, July 31.

The bankers of Shanghai have promoted the establishment of a bank with a capital of \$50,000,000. They have approached the Board of Agriculture, Industry and Commerce with a view to securing registry.

AUGUST BANK HOLIDAY.

(Wah Tsz Yat Po's Service.)
Peking, August 1.

Monday was generally observed as a holiday in Hongkong, and it was spent by most people either on the water or on the tennis lawn. Many launch picnics took place and as the day was gloriously hot and fine those who participated seemed to enjoy themselves thoroughly. Towards evening the heavens clouded and there were signs of the approach of a thunderstorm. But it was nearly five o'clock this morning the storm broke, precipitating a large quantity of water. The lightning was not quite so vivid as during the big storm in July.

A GOOD INVESTMENT.

(Wah Tsz Yat Po's Service.)
Peking, August 1.

IT costs but a

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.HOMeward PASSENGER SEASON 1911.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave Hongkong	Connecting Steamers	Due Marseilles (Brindisi 1 day earlier)	Due London (1 day later)
DELHI	Feb. 4	Mantua	Mar. 4	Mar. 10
ARCADIA	Feb. 13	Mantua	Mar. 13	Mar. 19
ASSAYE	Mar. 4	Mantua	Apr. 1	Apr. 7
MAMORA	Mar. 18	Mantua	Apr. 15	Apr. 21
DEVANA	Apr. 1	Mantua	Apr. 29	May 5
DELHI	Apr. 13	Mantua	May 13	May 19
ASSAYE	Apr. 29	Mantua	May 27	June 2
DELTA	May 13	Mantua	June 10	June 16

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.Fares to London (including Suez):
1st Saloon, £27.10 Single, £106.14 Return.
2nd " £24.8 " £72.12 "

In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave Hongkong	Due London
SUNDA	Feb. 4	Mar. 11
NUBIA	Feb. 13	Mar. 20
SYRIA	Mar. 4	Apr. 11
YORRE	Mar. 18	Apr. 25
PALAWAN	Apr. 1	May 8
BORNEO	Apr. 13	May 20
SICILIA	Apr. 29	June 5
SUMATRA	May 13	June 19
NILE	May 27	July 3

These steamers call also at Singapore, Penang, Colombo, and at Marseilles.

Fares to London (including Suez):

1st Saloon, £28.10 Single, £107.10 Return.

2nd " £25.10 " £75.10 "

Carry 1st and 2nd Saloon Passengers.

For further particulars apply to

E. A. HEWETT,

Superintendent.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,

Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,

Via SHANGHAI.

FOR

STEAMERS

CAPTAIN

TO SAIL

SHANGHAI, KUBE AND SALAZIE, Aug. 15, p.m.

YOKOHAMA

MARSEILLES, Via PORT, POLYNESIE, BRYTO, Aug. 16, at 1 p.m.

TRANSIT-PING on the O.P. Steamers at Singapore for BATAVIA, COLOMBO, SINGAPORE, BOMBAY, and AUSTRALIA, at Port Said for the LIVERPOOL, CONTINENTAL, and BLACK SEA.

Through Tickets to Europe, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars, apply to

P. THOMAS, Agent,

QUEEN'S BUILDING.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship

Tons

Captain

For

Sailing Date

ZAFIRO 2540 A. Fraser Manila Aug. 6, at Noon.

RUBI 2540 R. Rodgers Manila Aug. 13, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG-BOSTON & NEW YORK

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK, via PORTS

AND SUEZ CANAL.

WITH LIBERTY TO CALL AT THE

MALABAR COAST.

S.S. WHAY CASTLE

on or about 8th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, July 19, 1910.

Shipping

HAMBURG-AMERIKA LINIE,
HAMBURG.EAST-ASIATIC FREIGHT SERVICE.
REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES
via STRAITS AND COLOMBO
To HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.
AND ALL NORTH AND SOUTH AMERICAN PORTS.
also via Aden or Port Said, by the Company's Arabian and Persian Service to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG

Outward.

For Shanghai, Yokohama & Kobe

S.S. SPIZIA 12th Aug.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office

Homebound

For Havre & Hamburg

S.S. BRISGAVIA 5th Aug.

For Rotterdam, Hamburg & A'werp

S.S. BROVLA 9th Aug.

For Havre & Hamburg

S.S. SO'NDI 19th Aug.

For Havre & Hamburg

S.S. LAVONIA 20th Aug.

For Marseilles & Hamburg

S.S. S'CONIA 31st Aug.

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN S.S. CO.

S.S. 'MINNESOTA'

28,000 Tons.

CAPTAIN T. W. GARLICK.

VIA

MANILA, NAGASAKI, KOBE,

YOKKAICHI, SHIMIZU and

YOKOHAMA

FOR

SEATTLE.

SAILS FROM HONGKONG ON MONDAY, OCTOBER 31st, AT NOON.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways

for all points in the United States and Canada; also with Atlantic Steamship

Lines for all points in Great Britain and on the Continent. Direct connection at Hong-

kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all

outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone,

etc.

Trans-Pacific Cable passengers may travel by rail if desired between ports of

Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers, return tickets are interchangeable

with regular mail lines between Japan, China and Hongkong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA,

Agents.

Hongkong, March 17, 1910.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS

BANKERS, etc.

Head Office: LUDGATE CIRCUIS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS for the OPERAMINGAU PASSION PLAYS

of 1910.

Head Office for the Far East:

18, DES VUEX ROAD,

Hongkong.

Hongkong, April 4, 1908.

Japan Office:

32, WATER STREET,

Yokohama.

SOCIETA ANONIMA S'IONALE DI

SERVIZI MARITIMI ROMA.

STEAM FOR BOMBAY.

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail

Steamers to Port Said, Messina,

Naples, Leghorn and Genoa, also

Venice and Trieste, all Mediterranean

Ports, Adriatic, Levantine and South

American Ports up to Callao.

(Taking Cargo at through rates to PERLAS

Gulf and HADRA, also BANCORA,

VALICATA, ALICATA, ALICATA and

MALAGA.)

THE Steamship

ISCHIA,

Captain BRIGATO, will be despatched at

above on FRIDAY, the 12th inst., at

8 p.m.

For further particulars regarding Freight

and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, August 1, 1910.

AUSTRIAN NAVIGATION

LLOYD'S

STEAM

FOR

TRIESTE Direct, Calling at

SINGAPORE, PENANG, CALCUTTA,

COLOMBO, ADEN, SUEZ AND

PORT SAID.

(Taking Cargo at through rates to the

BRANKE, to SOUTH AFRICA, PERLAS

Gulf, to SEA, BLACK SEA, LEVANT,

Venice and Adriatic Ports.)

THE Co.'s Steamship

NILEIA,

Captain RADONOVICH, will be despatched

as above on SATURDAY, the 27th August,

p.m.

This Steamer has capital accommoda-

tion for passengers, Electric Light and

carries a Doctor.

For information as to Passage and

Freight, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, July 25, 1910.

NOTICE TO CONSIGNEES.

The above mentioned steamer having

arrived, Consignees of Cargo are hereby

notified to send in their Bills of Lading

for counter-signature, and to take im-

mediate delivery of cargo from alongside.

Cargo impeding the discharge of the

vessel will be landed immediately and

stored, landing and storage at Consignees'

risk and expense.

No Fire Insurance whatever will be

effected.

All cargo remaining on board after

SATURDAY, July 30th, at 5 p.m. will be

landed and stored at Consignees' risk and

expense.

All cargo undelivered on SATURDAY,

Aug. 6th, 1910, at Noon, will be subject

to rent.

All chafed and otherwise damaged cargo

will be examined at the above Company's

Godown on THURSDAY, Aug. 4th, 1910,

at 10 a.m.

FRED J. HALTON,

Agent.

Hongkong, July 30, 1910.

Notices to Consignees

PORTLAND & ASIATIC STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

FROM PORTLAND & JAPAN PORTS.

CONSIGNEES of Cargo per Steamship

HINRIK ISEN.

The above mentioned steamer having

arrived, Consignees of Cargo are hereby

notified to send in their Bills of Lading

for counter-signature, and to take im-

mediate delivery of cargo from alongside.

Cargo impeding the discharge of the

vessel will be landed immediately and

stored, landing and storage at Consignees'

risk and expense.

No Fire Insurance whatever will be

effected.

All cargo remaining on board after

SATURDAY, July 30th, at 5 p.m. will be

landed and stored at Consignees' risk and

expense.

All cargo undelivered on SATURDAY,

Aug. 6th, 1910, at Noon, will be subject

to rent.

All chafed and otherwise damaged cargo

will be examined at the above Company's

Godown on THURSDAY, Aug. 4th, 1910,

at 10 a.m.

FRED J. HALTON,

Agent.

Hongkong, July 30, 1910.

PACIFIC MAIL STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN

PORTS & MANILA.

CONSIGNEES of Cargo per Steamship

SIBERIA.

The above mentioned steamer having

arrived, Consignees of Cargo are hereby

notified to send in their Bills of Lading for

counter-signature, and take immediate

delivery of cargo.

Cargo will be landed at once at Consig-

neers' risk and delivery must be taken from

Company's Godown at West Point.

Cargo remaining undelivered WEDNES-

DAY, August 3rd, at 5 p.m. will be

subject to rent and landing charges.

No Fire Insurance whatever will be

effected.

All chafed and otherwise damaged cargo

will be examined at the above Company's

Godown on SATURDAY, August 6th, at

10 a.m.

FRED J. HALTON,

Agent.

Hongkong, July 30, 1910.

FROM EUROPE.

THE H.A.L. Steamship

SAXONIA.

Captain BASTIEN arrived, Consig-

neers of Cargo are hereby informed that

their goods are being landed and placed at

their risk in the hazardous and/or extra

hazardous Godowns of the Hongkong &

Kowloon Wharf & Godown Company, Limited,

above Steamer are hereby informed

that their Goods with the exception of

Opium, Treasure and Valuables, are

being landed and stored at their risk

into the hazardous and/or extra

hazardous Godowns of the Hongkong &

Kowloon Wharf & Godown Company, Limited,

above Steamer are hereby informed

that their Goods with the exception of

Opium, Treasure and Valuables, are

being landed and stored at their risk

into the hazardous and/or extra

hazardous Godowns of the Hongkong &

Kowloon Wharf & Godown Company, Limited,

above Steamer are hereby informed

that their Goods with the exception of</

HOTEL MANSIONS.

SHIPPING

ARRIVALS.
August 1.
Africa, British ste., 1,618, A. Fraser,
July 30, General.—**SHAWAN, TOMBS**
AND CO., GENERAL MANAGERS.

August 2.
Africa, British ste., 1,047, F. Jamieson,
July 30, General.—**BUTTERFIELD**
SWIRE.

August 3.
Telenia, German ste., 771, J.H. Bendixen,
July 31, General.—**STAMER & CO.**

August 4.
Philippine, German ste., 3,021, F.
Schmidt, July 30, General.—**STAMER & CO.**

August 5.
Africa, British ste., 2,493, W. A. Ross,
Francisco June 27, and Shanghai
28, General.—**STANDARD OIL CO.**

August 6.
Armed Spanish, French steamer, 2,890, R.
Ker, Yokohama, 27, and Manila and
Singapore, 28, General.—**MATTHEWS**
MATTHEWS.

August 7.
Shipping, British steamer, 1,189, F.
Cope, Tinian via Suez July 24, Cal
General.—**JARDINE, MATHESON & CO.**

ARRIVED 9.

to, Tacoma June 25" via Moji and Manila
y 22, Flour, Matches and General.—

Kago Maru, Japanese steamer, 3,006, H. Kage, Shanghai July 30, General.—**NISSON YAKEN KAIHA.**
Nikko Maru, Japanese steamer, 3,430, H. Kage, from Nagasaki, General.—**NISSON YAKEN KAIHA.**
Osaka Maru, British str. 641, A. H. Stewart, from August 1, General.—**DOUGLAS STEAMSHIP CO. LD.**
Osaka Maru, British steamer, 992, Robt. A. Stewart, Singapore July 28, Kerosine Oil.—**DOUGLAS STEAMSHIP CO. LD.**
Kiushan Maru, British steamer, 1,228, F. A. Stewart, Booketon July 27, Coal.—**THE FIELD & SWIRE.**
Simongon, Dutch str. 1,202, H. Vos, from July 24, **SUNAR—CHINESE.**

DEPARTURES.
August 1.

August 2.
 Austrian, for Shanghai.
 French, for Saigon and Marseilles.
 German, for Singapore.
 Italian, for Shanghai.
 Japanese, for Newchwang.
 Russian, for Amoy and Singapore.
 Spanish, for Kwong-chow-wan.
 Swedish, for Saigon and Liverpool.
 United States, for Pukhoi.
 Dutch, for Canton.

CLEARED.
 Japanese, for Moji.
 Russian, for Shanghai.
 American, for Singapore and Copenhagen.
 Japanese, for Wakamatsu.
 German, for Rottew.

iam, for Singapore and Langkat.

PASSENGERS.
ARRIVED.

Per *Zafiro*, from Manila, Mr J. Wright.
Per *Singam*, from Haiphong, Mr Long.
Per *Ochago* *Mara*, from Tacoma, Mr
William Arthur.
Per *Nilika* *Maru*, from Japan: Mr
Hongkong, Miss J. Stewart, Miss D. Tur-
mond, Miss M. D. Goggin, Mr and Mrs
Waggoner, Messrs K. Kodama, F. E.
J. H. E. Duponcey and Y. Komaki.
Per *Manila*, Mr and Mrs A. A. Anderson
and children, Mr H. B. Robinson, and
Mr H. S. Takano; for Townsville, Mr
A. Hastings; for Brisbane, Mr W. D. Beasley.

Mrs Macdonald, Messrs N. Iriye and T. Okamoto...

Mr. Ernest Simon, from Japan, &c. :
 Hongkong, Messrs Balda & A. J. Y.
 M. Dutt, Levy, Grunbury, Orde,
 Moudet, Barriere, Snellish, Giese
 Schultze, Salazar, and Miss Italia
 For Australia, from Europe, &c. :
 Hongkong, Messrs N. Fanny, C. P.
 Kwan, Hwang, A. Henry, C. Herber
 Vazner, Wallace, Messrs S. Dampier
 Mary.

(Continued.)

SHIPPING REPORTS.

The British steamer *Zephyr* from Man
 reports moderate S. to S.W. winds at
 the date.

The Dutch steamer *Simoni* from
 the date.

Wind: Light, southerly
 Clouds: thin and clear.

Per F. and O. s.s. *Morea*, connecting with the s.s. *Devonshire*, from London; July 18, Mr H. West, Mr and Mrs E. A. Sinc. Per P. and O. s.s. *Gyrza*, from London; July 18, Mr T. J. Fawcett. Per P. and O. s.s. *Yore*, from London; July 20, Mrs, Miss P. and the Masters and W. Jolly.

Vessels Advertised as Loading

DESTINATION.	VESSEL.	AGENTS.	DATE OF DEPARTURE.
Australian Ports, &c.	Empire	Wbb Livingston & Co.	Aug. 29, at Noon.
Cebu & Davao	Singkiang	Barthold & Swire	Aug. 6 at 4 p.m.
Colo Port & Manila	Seiki & M.	Swire & Son	Aug. 6 at 10 a.m.
London, &c.	Elmst.	Malabar & Co.	Aug. 10, at Noon.
Halifax	Singon	Barthold & Swire.	Aug. 4, 8 a.m.
Japan & Portland, Or.	North Pac.	Portland & A. S. Co.	Aug. 8 at Noon.
Kobe & Yokohama	Wiyasaki Maru	Nippon Yusen Kaisha	Aug. 4 at Noon.
London, &c.	Asaya	Swire & Son	Aug. 10, at Noon.
Manila, Cebu & Suez	Yokohama Maru	P. O. S. N. Co.	Aug. 10, at 5 p.m.
Manila, London & Suez	Kaga Maru	Nippon Yusen Kaisha	Aug. 3, Daylight.
Manilla, v. Saigon.	Polygation	Messageries Maritimes	Aug. 14, at 1 p.m.
Manila	Yasu	Barthold & Swire	Aug. 3 at 3 p.m.
Manila	Zedro	Shewan, Tomes & Co.	Aug. 6, at Noon.
Manila	Yongnam	Jardine Matheson & Co. Ltd.	Aug. 5, at Noon.
San Francisco v. Japan	Yokohama Maru	Swire & Son	Aug. 3 at 1 p.m.
Shanghai	China	Pacific Mail S. S. Co.	Aug. 13 at 1 p.m.
Shanghai & Ytham	Sozola	Hamburg, Arm & Lintpe	Aug. 12.
Shanghai, Kobe & Ytham	Pera	P. O. S. N. Co.	Aug. 11.
Moji, Kobe & Ytham	Salado	Messageries Maritimes	Aug. 15, p.m.
Siam, Pang, Calcutta	Laisang	Jardine Matheson & Co. L.	Aug. 4, at noon.
Shanghai	Hanpang	Jardine Matheson & Co. L.	Aug. 5 at Noon.
Shanghai	Devacha	P. O. S. N. Co.	Aug. 4.
Shanghai	Chusan	Barthold & Swire.	Aug. 4, at 4 p.m.
Shanghai	Hainan	Douglas Lapsnik & Co.	Aug. 3 at 10 a.m.
Shanghai	Haiching	Douglas Lapsnik & Co.	Aug. 3 at 10 a.m.
Shanghai, Amoy & F'choo	Yin Maru	Swire & Son	Aug. 3 at 10 a.m.
Shanghai, Amoy & Amoy	Dajin Maru	Jardine Matheson & Co.	Aug. 3 at 10 a.m.
Shanghai, Amoy & Tamsu	Yokohama Maru	Barthold & Swire	Aug. 3 at 5 p.m.
Shanghai, Amoy & F'choo	Kuching	Barthold & Swire	Aug. 4, at Noon.
Shanghai, Amoy & F'choo	Singkiang	Jardine Matheson & Co. Ltd.	Aug. 4, at Noon.
Victoria, B.C., Seattle	Tamha Maru	Nippon Yusen Kaisha	Aug. 16, at 4 p.m.
Yokohama, B.C., Tacoma	Redhill	Dowdell & Co. Limited	Aug. 29.
Yokohama, B.C., Seattle	Empress of Japan.	Canadian P'te R. Co.	Aug. 6, at 6 p.m.
Yokohama, B.C., Seattle	Min-sea	Canadian P'te R. Co.	Aug. 14, at Noon.

August 2, 1910.

Stocks.	No. of Shares.	Prices.	Paid up.	Dividend (Percentage) by share.
LANEY				
Hongkong and Shanghai Bank Corp.	120,000	\$ 125	all	\$38.5 buyers
National Bank of China, Limited	99,925	2	2	\$7.10 buyers
MARINE INSURANCES.				
Caston Insurance Office Co., Ltd.	10,000	\$50		\$170
China Traders Insurance Co., Ltd.	24,000	\$18.83	25	\$87.5
North-China Insurance Co., Ltd.	15,000	2	12	\$115 buyers
Union Insurance Society, Limited	10,000	\$50	\$100	\$250
Yachting Insurance Association Ltd.	13,000	\$130	80	\$260
PIER DEVELOPERS				
China Pier Insurance Co., Ltd.	20,700	\$100	50	\$112.5 sellers
Hongkong Fire Insurance Co., Ltd.	2,000	\$68	50	\$850 sellers
STEAMSHIP CO.				
Shanghai & Whampoa Dock Co., Ltd.	50,000	7	50	\$50, same
Geo. Fenwick & Co., Limited.	18,000	\$5	25	\$10.00
New Awoy Dock Co., Ltd.	10,000	6	6	\$5 sellers
Shanghai Dock and Steg. Co., Ltd.	55,700	100	100	\$100
STEAMSHIP TRUST CO.				
China and Manila S. S. Co., Ltd.	50,000	\$35	5	\$25 sellers
Douglas Steamship Co., Limited.	20,000	\$3	15	\$24 sellers
R. E. C. and M. Steamship Co., Ltd.	80,000	18	5	\$65 sellers
Indo-China S. N. Company, Ltd.	60,000	2	all	\$65 sellers
STEAMSHIP CO.				
Star Ferry Company, Ltd.	10,000	10	10	\$24 sellers
Shul Transport & Trading Co., Ltd.	10,000	10	8	\$15 sellers
Taku Tug and Lighter Co., Ltd.	8,800	1	1	\$8
Shanghai Tug and Lighter Co., Ltd.	500,000	50	50	\$10
do Preference	100,000	50	50	\$10
STEAMSHIP CO.				
China Sugar Company, Limited	25,000	\$100	all	\$167, same
Union Sugar Company, Limited	7,000	\$100	all	\$56, same
			50	\$100

HONGKONG HOTEL.

HONGKONG HOTEL.

Mr. F. R. Adams	Mr. and Mrs. C. M.
Mrs. N. S. Allen	Unlisted
Mr. J. I. Andrew	Mr. D. Macdonald
Mr. J. E. Beekhouse	Mr. H. L. Markes
Mr. W. C. Buener	Dr. C. Marriott
Mrs. Cameron	Miss K. M. Massey
Misses Cameron (3)	Mr. D. M. Mickle
Mr. E. B. Cawling	Mrs. J. G. Minor
Mr. F. D. Cheahrie	Mr. H. J. Morris
Mr. M. O. Clark	Mr. K. Gates
Mr. M. W. Creagh	Mr. E. H. Ray
Mr. Marshall D. Errach	Mr. R. K. Rogers
Mr. and Mrs. E. C.	Mr. J. H. Wilson
Ekhardt	Dr. and Mrs. A. D.
Mr. H. G. Fisher	Spalding
Mr. A. Gaudet	Mr. J. Spiciles
Mr. V. Goulbourn	Miss A. Square
Capt. T. P. Hall	Mr. S. Stafford
Mr. E. H. Held	Mr. S. M. L.
Mr. and Mrs. E. A.	Thompson
Hewett	Mr. W. W. Trautschold
Mr. J. S. Nord	Mrs. F. Tuffs
Dr. S. Hough	Mrs. A. V. Walker
Mr. W. Jackson	Mr. J. W. Wheldon
Mr. M. M. Keay	Mr. A. Withnash
Dr. E. Levy	
Miss J. Lewis	Mrs. G. E. Wolf
Mrs. G. T. Lloyd	Mr. G. G. Wood
	Mr. G. R. Wright

Latest Advances.

The Ben Line steamer *Benluard*,
Antwerp and London, left
here on the 31st July for this port.
The M. S. *Arcturion*, from
San Francisco, Japan
Shanghai, is due to arrive at this
on Wednesday, the 3rd Aug. At
the British M. S. *Arcturion*, from
Canton, left Singapore on the
noon of the 31st July, and is ex-
pected here on or about the
August.
The P. & O. S. N. Co.'s s.s. *Perse*
is coming on the 1st August, at
the P. & O. S. N. Co.'s s.s. *Syria*
expected to arrive at Colombo on
10th August, at 5 a.m.
The *Shire Line*, which is
on the 28th July at 11 a.m., is
at Singapore on the 1st August
p.m.
The *Shire Line* s.s. *Carnarvon*,
from Hongkong, is expected
here on the 31st July, and
be expected here on or about the
August.

PEAK HOTEL.

Mr & Mrs Alabaster	Mr E. Aoren
Dr Aubrey	Mr Lakin
Mr and Mrs L. J. Barrington	Lieut. Col. Lash
Mr Bates	Mr E. de Lisle
Mrs Beaudrine	Mr Lovan
Mrs Bowdler	Mr & Mrs C. E. Bowdler
Mr and Mrs Bowen	Mr V. E. Bowen
Mr F. McD. Courtney	Marny
Mr E. David	Mr Moore
I. & Mrs Dodgson	Mr Neil son
Mr Dutton (L. H.)	Mr O'Brien
Rev. & Mrs Eunis	Mr Opieson
Capt. & Mrs Finch	Sir Francis P. Finch
	Mr A. Sinclet

Mr and Mrs A. D. Mr Skott

and s and	Galloway Mr. J. G. II	Mr. A. Findlay Mr. Sutherland
Hal-	Capt. & Mrs. Guthrie	Mr. L. O. & Mrs. S.
linda,	Mr. F. A. Hazen	Mr. Tapp
and	Eng. Com. Highton	Rev. A. B. Thibault
	Mr. Hind. (W. B.)	Capt. Vooht
	Mr. W. T. Hooksaday	Mr. Walker
ooting	Mrs. Hodgins	Capt. Waring
July	Rev. Hughes	Mr. & Mrs. E.
Siaca,	Mr. Hunter	Mr. W. Weston
	Mr. A. E. Irying	Mr. and Mrs. M.
	Mr. P. A. Jacks	Mr. F. O. White
	Mess Jack	Le-Cool. & Mrs.
ndon,	Mr. P. Kilmasuk	ly
Mr. R.	Mr. & Mrs. Kohle-	
	schmidt	

KINGSOLERN HOTEL.

Comdr. & Mrs. Antona	Mr. W. H. Tind
and maid	King
Mr. E. Arndt	Mr. and Mrs. A.
L. J. S. Arwine,	Conrad J. M. Macoe
O.E.N.	Mr. J. F. Macgregor
Mr. S. Arwine	Mr. and Mrs. C.
and 4 children	MacKee
Dr. Black	Mr. and Mrs. L.
Mr. W. F. Brewer	Master Mandell
Capt. & Mrs. Bremer	Mr. C. M. Meyer
Mr. K. J. Chapman	Mr. R. S. Morrison
Mr. J. J. Cox	Mr. R. A. Offer
Mr. A. S. Dixen	Mr. Wm. Pittendy
Mr. and Mrs. D. E.	
Donnelly	
Mr. J. G. S. Gauden	Mr. J. Robertson
Mr. G. G. Gordon	Mr. G. Seache
Mr. C. L. Gorham	Miss K. Susha
Mr. H. Hoffman	Capt. & Mrs. Schults
Mrs. F. N. James	Mr. and Mrs. Tibbe
Dr. P. J. Kelly	Mr. J. W. Wilson

THANET.

LOANS	Amount.	Value.	Interest.	Guaranties.
Chinese Imperial 1938	Tls. 781,200	Tls. 250 7/8	5 p. annum	Far.
VERNON and SMYTH, Share-Brokers				
Printed and published for THE CHINA MAIL, Limited, by ARTHUR BURNETT at No. 8, Wyndham Street, Hongkong.				